

York Local Plan Further Sites Consultation – Summary Of Responses
Section 10: New Transport Sites

November 2015

Site, Para etc.	Comments	Ref.	Name (where business or organisation)
241 Land North and West of 1237/Wigginton Road roundabout	Objection – 3.6ha of strategic green space is required as mitigation for the loss of agricultural land.	45/18793	York Environment Forum
	Comment – Park & Ride is preferable to housing. Allowance should be made for possible duelling of the Ring Road and possible graded junction here.	91/19641	Ramblers Association (York Group)
	Objection - this site lies in the open countryside beyond the northern Ring Road in an area which forms part of the rural setting of the historic City. By resulting in development on both sides of the Ring Road, it will also alter people’s perceptions when travelling along this route about the setting of the City within an area of open countryside. The site forms part of the undeveloped and uninterrupted band of open countryside to the north of the A1237. This area links to the Green Wedge which is centred on Bootham Stray which penetrates into the heart of the City, The development of this site would represent a clear encroachment into the open countryside to the north of the City which would detract from the rural setting of York. In conjunction with Site ST14, this would, in effect, sever a large section of the open countryside between Haxby and Skelton from the Green Wedge centred upon Bootham Stray. Overall, considered the allocation and development of this area (even if Site ST14 were omitted from the Plan) would be likely to harm the special character and setting of the City and would conflict with the saved policies within the RSS and National Planning Policy. Detailed comments provided about 1994 inspector report, see response.	238/18179	English Heritage
	Support – agree with the recommendation for inclusion in the local plan.	943/20544	
	Support – support the identification of the site for a Park & Ride facility and can confirm that clients have control of the land to assist delivery. Consider that wherever possible, measures should be put in place to bring this forward within the first five years of the Plan, as this could assist with the sustainability of the land to the north of Clifton Moor.	1523/18565	Nathaniel Litchfield and Partners, on behalf of the Clifton Moor Consortium (TW Fields, Barratt Homes, Hallam land Management Ltd and Commercial Estates Group)
	Objection - does not appear to have been subject to best practice town planning methodology and scrutiny.	2681/17951	
	Comment – agree with landscaping requirement.	2765/20607	
Objection – problems with drainage and sewerage and traffic currently. There needs to be drastic improvements to the infrastructure prior to any development.	9323/18058		

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241 Land North and West of 1237/Wigginton Road roundabout (continued)	Objection – this appears to be the wrong side of the ring road given the congestion of traffic travelling around this route or our on to this route.	10667/19759	
	Objection – roundabout already a bottleneck for traffic. Further driver frustration and potential accidents and increased bottlenecks.	10732/19902	
253 Site near Askham Bryan	Comment – allocation must be supported by appropriate evidence that the site will not contaminate this water course and Askham Bog SSSI. Holgate Beck is important in supporting the hydrology of the SSSI and at times of high rainfall there can be overflows from the nearby sewage treatment works and potential for the SSSI to be flooded.	2/18845	Natural England (Yorkshire and Northern Lincolnshire)
	Objection – The Trust has concerns that the inclusion of this site as a transport interchange hub could lead to impacts on the water quality of Holgate Beck which runs from site 253 and then to the north of our reserve at Askham Bog. Holgate Beck is important in supporting the hydrology of the SSSI. At times of high rainfall there are already overflows from Askham sewerage works into Holgate Beck with potential for the reserve to be flooded. Surface water treatment on a freight interchange could also be overtopped in extreme flooding events and lead to damage to the SSSI.	42/18917	Yorkshire Wildlife Trust
	Objection – loss of agricultural land, strategic green space required as mitigation.	45/18795	York Environment Forum
	Objection –the site is in the generally accepted York Green Belt. The proposed use is inappropriate development within the Green Belt. The site has strategic views of the Minster and development would detract from an impressive panoramic view of the approaches to the city. The site has reverted to natural growth of trees and bushes, attracts a wide mix of birds and wildlife and enhances the green aspect of this approach to the city. There is no built environment adjacent to the site and any development would be a serious intrusion into the rural landscape. The site falls away from a high point and it would be virtually impossible to screen the proposed development which would require very significant earthworks to be fit for purpose. A brook on the north of the site drains down into Askham Bog SSSI and development could create potential pollution to this site. Endorse Yorkshire Wildlife Trust’s reasons for objecting to site ST10 and consider similar arguments apply to site 253. The adjacent compressed gas facility is surrounded by a high security fence and is well screened. The proposal to create a gas filling station linked to the freight transshipment depot would further detract from the landscape character and has raised concerns about potential safety issues. Principal objection is the	53/18854	Askham Bryan Parish Council

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	<p>inevitable significant adverse impact on traffic. The volume of traffic using the six exit roundabout adjacent to the site is already a source of tailback and congestion. Approved developments at Askham Bryan College will accentuate the situation and there is limited physical scope to improve the position. Understand the concept of Freight Consolidation but would submit that if there is a proven need for such a facility in the York area then it should be developed on a brownfield site. Creating a transport hub on the greenfield site as proposed would be irresponsible, make a mockery of the planning and development control process and ignore the wishes of the local community.</p>		
<p>253 Site near Askham Bryan (continued)</p>	<p>Objection – do not support the use of this site as a freight consolidation centre. It is situated on a much used road access into York with far reaching views of the Minster. There seems little evidence that such a centre is needed at all and would question whether this site falls within the terms of reference of the Local Plan.</p>	74/18840	Rufforth with Knapton Parish Council
	<p>Objection – not an appropriate site. Approach from A1237 provides one of the finest views of the Minster, there should be no distraction from this from adjacent activity. Approach from the other direction on the A1237 also provides a wonderful view of rising landscape. Any necessary screening for building and any activity will inevitably mean this is lost and trees are bare in winter. Putting additional heavy traffic on the A1237, A64 and also possibly onto adjacent lanes is not helpful. Should not be adding to traffic on roads.</p>	192/23771	
	<p>Objection - the relationship of York to its surrounding settlements, therefore, is one of the elements which contribute to the special character of the City. This relationship relates to not simply the distance between the settlements but also the size of the villages themselves, and the fact that they are freestanding, clearly definable settlements. A development in this location would lead to a consolidation of development around Askham Bryan College and threaten a gap which currently separates Askham Bryan village from Copmanthorpe. Overall consider that the development of this site would be likely to harm the special character and setting of the City and would conflict with the saved policies of the RSS and national planning policy. Detailed comments provided about 1994 inspector report, see response.</p>	238/18181	English Heritage
	<p>Objection – very unsuitable location for a transport centre. It will have a serious impact on the local environment in terms of appearance, noise and pollution and particularly with the number of heavy lorries which it will attract from the A64 and A1237. The local roads are not suited to take the increased volume of movements</p>	433/19168	

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	which this site will inevitably entail, leading to traffic problems in local villages.		
253 Site near Askham Bryan (continued)	Support – agree with the recommendation for inclusion in the local plan.	943/20546	
	<p>Comment – would support the conditions attached to this site within the recommendation, namely that the site must demonstrate its impact on both the local and strategic highway networks is manageable and can be mitigated and a travel plan should demonstrate that there are realistic opportunities for journeys to work being undertaken by sustainable modes. Will require additional information demonstrating the impact of the site. The Agency has not made any assessment of the potential impact of this, together with other sites, at this stage. The Agency will be in a position to provide more detailed comments on the cumulative impact of new sites through the modelling exercise being undertaken in partnership with City of York Council. The Agency is therefore awaiting further input from CYC before proceeding with the macroscopic modelling exercise to assess the cumulative impact of local plan development on the SRN.</p>	1264/18597	Highways Agency (Yorkshire and North East)
	<p>Objection – opposed to the inclusion of a CNG station so close to a residential area. Safety concerns as methane is extremely flammable and can cause explosions. Also concerned regarding the possibility that households close to the station could suffer unpleasant odours. Rationale for the CNG station is highly questionable. CNG will only reduce CO2 emissions by a maximum of 20%. Methane is also a very harmful greenhouse gas. Natural gas prices are also exceptionally volatile, and the site risks becoming a costly white elephant. Deeply opposed to the inclusion of a Freight Consolidation Centre (FCC) at this site. There is no mention of the FCC proposals in the Local Transport Plan 2011-2031 so do not understand why they are included in the Further Sites proposals. HGV traffic around Askham Bryan and Copmanthorpe will increase dramatically. This will add greater pressure on existing congested transport network. It is wrong that the Council should prioritise the needs of residents of the city centre over the equally important needs of residents in the city’s suburbs. Also concerned about economic viability of the proposal. Many of the existing FCC’s serve a much larger area than York, therefore the site would be better positioned nearer Wetherby to serve not only York but Harrogate and the eastern Leeds city region. No evidence provided that local industry supports the project. No assessment undertaken to assess whether the project would be financially viable. Ecological damage of constructing the proposed CNG station and FCC will be considerable. A brownfield site would be more appropriate for the development. Potential for contamination of Askham Bog Nature Reserve.</p>	1355/18646	Julian Sturdy MP

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	Copmanthorpe residents' panoramic views over the city will be blighted by the development – these must be protected at all costs. Development will clearly result in a lot of noise given the volume of HGV traffic, manoeuvring of freight and loading of supplies. Local air quality will also suffer as a result of heavy freight movement.		
253 Site near Askham Bryan (continued)	Support – location is appropriate due to being close to suitable infrastructure. Represents the best opportunity in the city for the facility. Consideration should have been made for the appropriateness of allocating a larger site for general employment use.	1512/20581	
	Objection – see survey 8	1885/26609	
	Objection – see survey 8	1886/26611	
	Objection – see survey 8	1888/26613	
	Objection – proposal is untenable because of proximity to roundabout on A1237. Traffic at this point is already very heavy and placing this centre so close to the roundabout will only compound problems and specifically along the A64 at busy times. As a key entrance to the north of the city the rural and city views experienced will be impacted. Impact on Askham Bog is also a concern as flagged in the report.	1971/17780	
	Objection – see survey 8. We do not support the CNG site in Askham Bryan and see this as totally inappropriate in York, in this location.	1981/26615	
	Objection – see survey 8. The site is in the green belt and is currently 4.5ha of wooded copse in a rural setting. Proposal will be industrial use with an assumption there may be a requirement for associated warehouse facilities and offices in use 24 hours a day. Site has very poor access and the intended usage could cause disruption and congestion and will damage the local environment. Document does not show any site layout or size and scale of what is envisaged, without this possible detail it is impossible for the public to make a considered impact assessment of the intended use for this site.	2012/17781	
	Objection – see survey 8	2029/26618	
	Objection – see survey 8	2036/26620	
	Objection – see survey 8	2038/26622	
	Objection – see survey 8	2041/26624	
	Objection – see survey 8	2042/26626	
	Objection – see survey 8. The development at Askham Bryan is quite inappropriate in a rural area. The land there should be producing food for livestock and humans.	2074/26629	

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	If anything should be built on it, it should be a wind farm or solar panels.		
253 Site near Askham Bryan (continued)	Objection – see survey 8	2095/26631	
	Objection – see survey 8. HVG filling station is totally inappropriate use of land on the approach to our beautiful historic city – effect of pollution (noise and fuel) will have on Askham Bog and local villages. The junction is already extremely busy and not really in a position to take much more heavy traffic.	2108/26633	
	Objection – see survey 8. Is this really the best place for such a thing?	2134/26635	
	Objection – see survey 8	2159/26637	
	Objection – whilst the council should be applauded for trying to reduce the flow of lorries into the city this is not the place for a transhipment centre. The junction already experiences queuing traffic onto the A64 and is an accident risk. Adding more heavy lorries into this queue is disastrous.	2172/20459	
	Objection – see survey 8	2186/26640	
	Objection – see survey 8. The proposal at Askham Bryan is wholly inappropriate on green belt land, and could potentially open the gates to the industrialisation of all of that side of the A1237.	2267/26643	
	Objection – see survey 8	2293/26645	
	Objection – see survey 8	2295/26646	
	Objection – see survey 8	2319/26648	
	Objection – see survey 8	2330/26650	
	Objection – see survey 11.	2356/26775	
	Objection – see survey 8. Natural gas fuelling and freight centre – are they in the real world?	2371/26653	
	Objection – see survey 8. The Council appears to be determined to ruin the Green Belt and rural areas within their control - why do we need a gas refuelling depot?	2489/26657	
	Objection – site is green belt land. Brownfield sites are more appropriate areas for business use.	2554/17809	
	Objection – see survey 8. We feel that the proposed HGV fuelling station at the A64/A1237 junction is totally inappropriate use of land on the approach to our beautiful historic City., never mind what effect & pollution (noise and fuel) it will have on Askham Bog & local villages. Also, the junction is already extremely busy and not really in a position to take much more heavy traffic.	2589/26663	
	Objection – see survey 8	2612/26692	
	Objection – see survey 8	2616/26696	

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253 Site near Askham Bryan (continued)	Objection - does not appear to have been subject to best practice town planning methodology and scrutiny.	2681/17948	
	Objection – see survey 8	3626/26697	
	Objection – the ring road is already inadequate for long periods AM and PM. The operation of this station would extend tail-backs to Tadcaster and Malton. This incursion into the Green Belt will soon prove to be the “chin of the wedge” and should not be allowed to happen.	3463/19475	
	Objection – does not want a refuelling station near villages or towns. Look at old airfields. The roads will not take it.	3677/26339	
	Objection – see survey 11. It is incomprehensible that Askham Bryan is expected to accommodate a natural gas refuelling station.	3784/26780	
	Objection - the setting is within the Green belt landscape making it inappropriate for a freight centre. Important views of the Minster would be lost. Pollution and threatening drainage issues to SSSI Askham Bog from the direct feed ditch from this site. Entry and exit to the site by left turn only, suggested by you, would vastly increase traffic between the two roundabouts. Concentrating HGV freight into this site would cause increased pollution from emissions, light and noise.	3836/18279	
	Objection – would increase the heavy traffic on the ring road which is already congested. The smell of rotten eggs (substance added to gas) would be another problem.	4008/21706	
	Objection - it is inevitable that this site and the proposed traffic flows involved will increase the congestion on the A1237 ring road. The ditch by the sewage works drains into Askham Bog an SSSI site. There must always be a risk of contamination, and consequent damage to its ecosystem, particularly during work necessary for the construction of the site but also during its continued operation. The topography of the site would necessitate a lot of heavy development work, which would require the removal of existing trees and loss of potential screening. The appearance of the site from the A1237 will have a considerable impact on the approach to and the distant view of the city. The city already has a number of well developed commercial and industrial sites surely one of these would be a more appropriate location for the proposed development.	4329/21981	
	Objection – see survey 8	4414/26701	
	Objection see survey 8. Roundabout to the north of A64/A1237 junction is already a very busy roundabout; students arriving and leaving Askham Bryan College, approved plans at the college will only increase vehicle traffic and associated foot	4423/18006	

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	<p>traffic; additional lorries will also be accessing the site to deliver into York – the area of the site will therefore suffer more than a double increase in traffic movements; and lorries parked waiting for loading or offloading will create an additional problem. The site is part of the green belt; the high hard standing areas, loading bays, warehouses and offices are unsuitable developments; land on the opposite side of the A1237 is a golf club with a SSSI next to that; and the village of Askham Bryan adjacent to the northern boundary of the proposed site is a conservation village. Pollution: will increase traffic and consequent increase in queuing on surround roads causing additional pollution for residents in Askham Bryan and Copmanthorpe; and noise pollution will be created by the additional large lorries, particularly as they queue up the hill to the roundabout from the A64; and transferring goods including the use of forklift trucks will add further noise. Refuelling gas is a dangerous process. The impact of a gas leak or explosion would be profound not just on local residents and wildlife but on traffic in the area. Need for the scheme has not been demonstrated, the proposal is motivated by the desire of one landowner to make a profit. If such a facility is required there are far more appropriate sites around York that would have less impact on the environment, the green belt and the people of York.</p>		
<p>253 Site near Askham Bryan (continued)</p>	<p>Objection - oppose the use of this site as a freight consolidation centre. It is situated on a much used road access into York with far reaching views of the Minster. There seems little evidence that such a centre is needed at all and would question whether this site falls within the terms of reference of the Local Plan. If such a site is needed why is it not sited on an arterial routes such as the M1 / A1(M) and near railway junctions as that would seem to be the more obvious and efficient place to site them. Also oppose the use of this site as a Compressed Natural Gas station - this gas which is normally odourless has a smell like rotten eggs added to it. The Council and Yorwaste already seem unable to fully control the foul odours which emanate from Harewood Whin and until they do 100% of the time then could not support any plan that could potentially cause even more foul odours over residential areas.</p>	<p>4648/19688</p>	
	<p>Objection – will have a significant negative impact on the connecting infrastructure which is not adequate for current level of traffic which will only worsen with the introduction of a freight stop.</p>	<p>4649/19131</p>	
	<p>Objection – this will impact on the surrounding landscape and greenbelt. The northern ring road at present is incapable of handling the increase of heavy traffic.</p>	<p>4689/23983</p>	

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253 Site near Askham Bryan (continued)	Objection – industrialisation and visual impact. Disastrous impact on the special character and setting of Askham Bryan and the historic City of York. Significant risk of an environmental contamination from spilt fuels. Significant increase in noise levels. Further strain on the highways. Safety risk. Inappropriate use of green belt land. Entirely out of character and should be sited in a suitable ex industrial brownfield site.	4780/22346	
	Objection - such a development will be a fuel pollution risk, putting Askham Bog SSSI nature reserve at risk (the council has a policy to protect this site). It is useful agricultural land at the moment. It supports wildlife (deer, rabbits, hares etc) as well as bird life in its current state. Such a development will place additional pressure on already stressed traffic volumes on the A1237 and the junction with the A64 which is not a substantial one for HGVs to negotiate. Such a development is suited to a brownfield site, not green belt land. The land on which it is proposed to be built is part of a green lung which helps to preserve the small village feel and rural nature of Askham Bryan.	5186/21741	
	Objection – green belt must be preserved. Non agricultural building with green belt should only be allowed in exceptional cases. Both CNG refuelling station and freight consolidation centre will lead to an acceptable amount of heavy traffic on the already congested A1237 ring road A64/A1237 roundabout. Thorough and robust transport assessment of the traffic impact on the local and strategic road network must be carried out. A commercially viable compressed natural gas station will require a very significant amount of large scale industrial plant inappropriate in this very prominent rural location. The extensive screening (trees) required to mitigate any visual impact would take an unacceptably long time to come to maturity. This type of development is inappropriate on a site which is surrounded on all sides by greenbelt land. Freight consolidation centre will require significant warehousing. Any proposed buildings is inappropriate on a site surrounded by agricultural land green belt and will have an unacceptable visual impact; large scale non-agricultural buildings are inappropriate on a site surrounded on all sides by the greenbelt. The site has panoramic views of the city from its approach from the south; the view of the minster is of historic significance. Would have a disastrous impact on the special character and setting of the village and the historic city of York. This would contravene on the principal purposes of the greenbelt around York. The potential environmental damage to the adjacent SSSI Askham Bog Nature Reserve is unacceptably high. The site drains into a stream which drains	5202/22387	

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	into the adjacent SSSI. Large amounts of hard standing will be required for the manoeuvring and parking of large freight vehicles. The potential impact of the drainage and potential for contamination of the SSSI, whose hydrology is extremely sensitive and this is an unacceptable risk. Any development will require substantial amount of this to be removed. The removal of this woodland would be a significant ecological loss. Noise impact and air quality – large number of commercial vehicles would lead to an unacceptable increase in noise to local residents. The increased heavy commercial vehicle traffic will have an unacceptably high impact on air quality for local residents.		
253 Site near Askham Bryan (continued)	Objection – better suited to near Monks Cross, where many large stores are located.	5228/21766	
	Objection – see survey 8	5261/26706	
	Objection – see survey 8	5765/26708	
	Objection – the value of this process and capital expenditure is questionable, particularly as the reduction of green house gas emission from road vehicles operating on natural gas is quite small. There should be a preference for electrical re charging points for the new park and ride vehicles.	5800/17972	
	Objection – land has been allowed to return to nature, and should be left as such.	5902/20977	
	Objection – see survey 11.	5952/26786	
	Objection – site need not identified. York is not a major conurbation. No consideration for traffic issues. Concerned about safety around gas leaks. Inappropriate use of green belt land. Risk of contamination of water. Why do we need a natural gas fuelling station when we are not a major conurbation?	6167/19108	
	Objection – more useful to have it closer to the A1 so that cities like Leeds and Harrogate could benefit from it simultaneously. Road is already heavily used access into York and the Outer ring road is already busy. Normally odourless has a smell like rotten eggs added to it. Already suffer foul odours from Harewood Whin which is not 100% under control. More foul odours over residential areas and turning West side of York into an industrial area.	6222/21020	
Objection –will cause more congestion at this dangerous junction. The amount of Co2 reductions from gas powered vehicles is negligible. Green Belt development would be an eyesore.	6292/21043		

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253 Site near Askham Bryan (continued)	Objection –will cause more congestion at this dangerous junction. The amount of Co2 reductions from gas powered vehicles is negligible. Green Belt development would be an eyesore.	6293/21045	
	Objection – eating away at the greenbelt. Entirely inappropriate for a conservation village as it would be an eyesore, smelly and would increase heavy goods traffic on a very busy stretch of road. Increase of road danger.	6294/21047	
	Objection- it is an inappropriate industrial development in the Green Belt and inappropriate close to a conservation village which was recognised in the Preferred Options to have, together with Askham Richard, a special character that it was important to preserve. It will require industrial building of significant height that will be unsuitable for a rural area. It will damage the SSSI nature reserve at Askham Bog. It will be noisy and generate unpleasant smells affecting people living nearby. It will presumably be operated 24 hours which will lengthen the periods of noise and smell pollution. It will increase traffic flows and congestion on an already busy junction and roundabout.	6296/24064	
	Objection – see survey 13. Would interfere with main roads.	6425/26261	
	Objection – inappropriate development. Will not be economically viable which is supported by the lack of such site in cities similar to York. Traffic pressures and environmental problems on top of the building work of the site itself are further unacceptable factors.	6508/19140	City of York Council Conservative Group
	Objection – see survey 8	7454/26710	
	Objection – see survey 11.	8033/26789	
	Objection – see survey 8	8209/26712	
	Objection – concerned about the proposal. Not sure how feasible it will be to reduce carbon emissions by 20% around the city centre of York. Main concern is increase of heavy traffic. There is often a build up of traffic around the A64 junction and often serious congestion from the roundabout all the way back to the Askham Bryan roundabout and on occasion back to the Rufforth roundabout. Can see from own research that 4 major cities have adopted this type of CNG methodology but these cities are much larger and more industrial than York so cannot see the excessive costs being recouped for a much smaller city like York. Noticed from other planning application on the same site that they have been rejected due to the impact on the landscape plus with it being in the greenbelt development on the site has previously been considered to spoil the character and setting of the area. The CNG will need to be stored in large and heavy high	9262/17824	

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	pressure vessel and need for large storage warehouses, it would not be a pretty setting and with it being a sloping site will need to be tiered. Converting the site would risk possible damage to the flora and fauna of the area.		
253 Site near Askham Bryan (continued)	Objection – the area is already heavily congested at peak times. Do not think that having the additional heavy goods traffic would be beneficial to the area or its local residents. Concerned about the smell that may be emitted from the site. Been informed that a smell similar to ‘rotten eggs’ is used to monitor any leakage issues. This smell would spread across the whole area affecting the air quality of the local residents. There is a sewerage works pumping station adjacent to this location, how will this be affected. If this site is to be used as a regional hub is York the right location for such a site. Feel there should be a lot more information made available to local residents regarding the exact proposals in order to make a more informed decision.	9264/17826	
	Objection – the site is unsuitable for the following reasons: the roads are unsuitable for heavy vehicles and are already congested, the site is green belt, it has already been proved unsuitable for travellers with the reason being given was the impact on landscape, the site has a steep incline so would be difficult to alter, adjacent to a SSSI, type of site better suited to a larger conurbation and there is no future for compressed gas.	9266/17829	
	Objection - the proposal for a Compressed Natural Gas Refuelling Station and a Freight Consultation Centre in Askham Bryan are worrying. The lack of detail at this stage makes it very hard for stakeholders (such as nearby residents) to comment appropriately, but the obvious immediate concerns are both the smell and the volume and type of traffic which the Station and Centre might cause. As Rufforth residents, these have both been significant issues with respect to the Landfill site, and the possible impact on an already slow and overused outer ringroad is a particular area for concern.	9274/17841	
	Objection – totally inappropriate site. Such a facility is more suited to the A1/M1 or an airport. The road networks are already congested in this area, it is a very busy junction. Yet more greenbelt grabbing.	9302/180912	
	Objection – this is greenbelt land. It is next to a sewerage works and is unhygienic for food being transported. All the water and liquids will drain naturally due to the slope of the land straight to Askham Bog, which is a SSSI. Past planning applications have been reduced as it was too dangerous to allow traffic to exit onto the A1237. The site is too steeply sloped for development. There is no need for	9309/	

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	CNG if electric vehicles are favoured. This site provides the best view over York and the Minster.		
253 Site near Askham Bryan (continued)	Objection – this will add to the anticipated congestion on the A64/A1237. How much work has been done to assess the need for LGV re-fuelling with CNG? The site is unsuitable due to the cost, sloping nature of the land and increase in congestion. There is further potential for explosion, fire, pollution and further development to a truckstop.	9316/18052	
	Objection – this is inappropriate industrial use on the green belt. It would be completely out of character with the surrounding area. The environmental impact of this would be great. The road is totally inadequate for its existing traffic. This would also be detrimental to existing businesses and commuters using the roads.	9319/18054	
	Objection – strongly question the suitability of this site. The site is situated next to a roundabout which is already extremely congested – adding an additional site to this area would have a significant impact on the already congested transport infrastructure. Concerns about how the site would operate and the potential economic impact of the congestion. Using the site for freight consolidation would mean the site will need to be industrialised, but the site is a Green Belt site and therefore there are concerns about the loss of natural woodland and potential ecological impact of the development. Concerns about the requirement for a natural gas station in York and who will subsidise the docking of vehicles to smaller lorries for onward delivery.	9336/18401	
	Objection – the site is on green Belt land and development will have a striking impact on the landscape and what is a major tourist entry point to York. There will be a significant traffic impact on the already congested Ring Road and the roundabout where the A1237 joins the A64 by Askham Bryan College. Delays on the Ring Road will push traffic through the Askham Bryan village. The introduction of an industrial process involving gas and transport so close to the college and village creates an unacceptable level of risk to residents and students should a leak/accident occur. Significant noise pollution from heavy goods traffic. Askham Bryan is a conservation village of considerable beauty and historical importance. The elevated nature of the site will mean significant construction would be needed to make it useable and it will be highlight visible to both tourists and residents of York. No impact analysis or business case analysis has been shared as part of this proposal. No environmental impact on the wildlife and fauna appears to have been completed or shared. The agricultural college is undergoing significant	9349/18422	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	development and expansion, with planned introduction of a vet centre, Wildlife Park/Zoo and increased number of students. This will add significant volumes of traffic and increase the accident rate onto the A64 and A1237.		
253 Site near Askham Bryan (continued)	Objection- Green Belt land is protected to prevent urban sprawl and maintain an area for forestry and agriculture as well as provide habitat to wildlife. The proposal would cause air and noise pollution, destruction to wildlife habitats, increase traffic flow to a road operating well above capacity and increase water pollution to Askham Bog. This site provides a special and spectacular view of the historic city which would be affected by the construction of the proposed complex.	9356/24100	
	Objection – roads are congested already. Choosing this site for easy access to where a pipe surfaces is short term flawed thinking. Located in valuable green belt.	9445/19449	
	Objection- using the green belt should not happen.	9449/24107	
	Objection – Concerned about probability of future traffic congestion and visual aspect of industrial warehousing. Council should seriously consider the impact the development would have on its proximity to the Askham Bog Nature Reserve SSSI. The site has many rare wildlife species and would be sensitive to any disturbance of the water table and inevitable pollution from the suggested industry. Askham Bog is too fragile to cope with the increase in volume proposed by the plans. Askham Bryan sewage works would no doubt have to be extended to cope, and small treatment plants often built alongside new developments in many cases fail to work effectively, due to lack of maintenance and/or knowledge by site managers. All of which would have further impact on the SSSI site. Ecological heritage should be preserved for future generations and should be priority consideration for the council.	9483/18743	
	Objection – little thought has gone into this proposal. Only rationale for this seems to be that a gas pipeline already exists on the land that can be used for the CNG facility. Non-agricultural building within the Green Belt should only be allowed in exceptional circumstances. Creating a commercially viable CNG station will require a degree of industrialisation inappropriate to the rural setting. No details regarding chemical and physical processes required. Askham Bryan is not suitable place for industrial processing to be sited. Warehousing for the Freight Consolidation Centre will create a further eyesore close to the village. The impact on the character of the village will be disastrous. Traffic congestion problem, particularly at A64/A1237 roundabout. A Freight Consolidation Centre in this location will exacerbate this problem. No market justification for this development – only 4 other examples of	9485/18749	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	CNG refuelling facilities in the country.		
253 Site near Askham Bryan (continued)	Objection – CNG Station and Freight Consolidation Centre is to be built of Green Belt Land close to the Conservation Village, wouldn't this be contravening all planning laws. It is also a hazard being on the A1237 and an already overcrowded and over-used Ring Road. Infrastructure of the Road system around York should be a priority before anything else is built to choke up an already over-used road.	9500/18652	
	Objection –opposed to removal of this land from the Green belt and development of Green Belt land. A freight transit park is an undertaking inconsistent with the Green belt particularly given the probable anticipated capacity that would appear to relate to the proposal. Size and scale are an issue, and obvious causes for concern relate to screening issues, noise and uplift of traffic volumes along Askham Fields are a clear safety issue for the college students and children collecting buses to local schools. Pungent odours, associated with the business of compressed gas, will be driven towards the village by the prevailing wind. There will be a substantial uplift in congestion that will follow the levels of freight at a localised site at an already over-capacity roundabout junction. This will be further aggravated by the uplift in traffic volumes in transit from the proposed new housing schemes to the north of the York ring road. Environmental Issues relate to the beck that flows into Askham Bog and therefore there might be potential contamination issues. There is no justification for a proposal of this nature. Has any site investigation take place to establish the presence of rare species, the land is close to land with protected species (newts).	9513/18678	
	Objection – no consideration has been given to the safety issues creased by increased traffic to the site. There would be greater congestion on the slip road and A64. This has not been previously identified, there needs to justification and reasoning for this choice. All other sites of this type in the UK are serving major conurbations. York is not a conurbation and the A64 is not a major arterial route. There is concern about the safety of potential gas leaking and risk of explosion or fire. The council should be protecting greenbelt surrounding a conservation village. Previous proposals have been refused in the past.	9552/24202	
	Objection – this seems an inappropriate site for a gas refuelling and freight centre. Do not believe that the road network would cope with the freight. It would be more appropriate on an interchange where there are several roads converging.	9614/26141	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
253 Site near Askham Bryan (continued)	Objection - better sited on the junction on the A1, M1 and M62. Not in the greenbelt on the edge of a Conservation Village. The traffic tailback at the Copmanthorpe roundabout dangerously tails back down the slip road and onto the A64 itself. It is intended that large vehicles enter and exit the refuelling site 'left in' and 'left out'. This means vehicles will revisit these already busy roundabouts causing major holdups on all the surrounding major roads. There is no logic whatsoever for such a scheme as the saving on emissions is less than 20%. The greenbelt is no place for heavy industry such as this. The site is a very sloping one and any development would not be easily screened. Businesses will shy away from York because of the congestion caused by this proposal. At Clifton Moor there are many business units to let because business cannot move their goods in and out efficiently and employees cannot get to work due to the congestion on the ring road.	9636/20098	
	Objection – see survey 7	9775/26569	
	Objection – see survey 8. Quite bizarre to propose a large industrial installation with huge heavy traffic movements on prime agricultural land situated close to large domestic urban settlements is totally inappropriate.	9782/26715	
	Objection – inappropriate location. Destroying the greenbelt, more appropriate for brownfield site. In an area where two of the busiest roads converge. Courting disaster to add an unacceptable amount of heavy freight and commercial traffic on to already congested roads. Site is steeply sloping and unsuitable for the manoeuvring of large freight vehicles. Would involved land clearance and the destruction of existing woodland. Increase noise to local residents would be totally unacceptable. Unacceptable high impact on air quality. Adjacent to SSSI Askham Bog. Visual impact in a rural location. Object on environmental and quality of life grounds.	9839/20287	
	Objection- concrete and tarmac will all cause more run-off from all the rain. Road infrastructure cannot deal with this development. No employment in the city and surrounding area. Schools, surgeries, emergency services, gas and water pipes etc. Will not cope. Thought should be given first to the infrastructure of the city and surrounding areas before anything else is proposed and to flooding which is very likely to occur in some areas.	9857/20295	
	Objection – inappropriate development in this location. Encroaching on the green belt. Why choose gas when electric vehicles are the vehicles of choice. Congestion is already bad. Noise and air pollution would be a hazard. Warehousing will not be	9867/24272	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	attractive on a hill in a rural location. Not a peaceful setting for the college or the quiet villages of Askham Bryan and Copmanthorpe. Needs to be further away from the city and not in a residential rural setting. Drainage or escape of hazardous material could cause untold damage to the SSSI Askham Bog nearby.		
253 Site near Askham Bryan (continued)	Objection – this site is adjacent to some houses as well commercial offices. The size will have a material effect on these neighbours. There will be increased noise and air pollution. The A1237 is already heavily congested. More tankers will increase this. The industrial nature of the site will not fit with this rural location. A substantial number of further detailed assessments need to be undertaken before any final decision is taken.	9868/24275	
	Objection – the precious and sensitive environment of Askham Bog needs protecting, not destroying.	9913/24359	
	Objection – this area is greenbelt and this is not for agricultural use. Buildings of this nature should be on brownfield sites. There will be additional heavy traffic, increasing delays and accidents. It will also increase noise and pollution for residents. It would have an unacceptable visual impact. It would have a disastrous impact and effect on the character of Askham Bryan and York as a whole.	9954/24502	
	Objection – this is greenbelt land. There is sufficient brownfield sites available. It would have significant impact on the views over the city. There would be an increase in traffic and noise, there are homes very near to this proposals.	9955/24503	
	Objection – existing road infrastructure is not capable of taking the additional road traffic. The access roads are not suitable for heavy goods vehicles. If a new access is created onto the A1237 then I believe another ‘accident black spot’ will be created. Traffic in this area is due to increase in the near future due to developments at Askham Bryan College. There is also future housing planned for the Manor Heath area at Copmanthorpe which will increase the amount of traffic in the area. This area is Green Belt. Destroying it is a flout of Government guidance. The land was originally agricultural land and should be returned to this. The country needs food producing land for the future. Brown field sites should be developed first. The site is on a hillside so large vehicles after unloading will be starting up on an incline causing additional noise and air pollution to local residents. If food is to be stored in the warehouses then air conditioning will be required which will result in additional noise pollution. The site has wonderful views of the City and Minster which will be destroyed if the development is allowed. There is potential for environmental damage to the Askham Bog Nature	9963/19344	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	Reserve. Surface water from the site drains into a stream at the bottom of the site which in turn runs into the bog. Any spillage of oils chemicals etc. Could contaminate the stream and end up polluting the bog. This risk is unacceptable. The number of vehicle journeys into and out of the City and around the City will cause additional congestion and pollution from other vehicles having to stop and start. There will be increased vehicles from employees and service personnel. High pressure compressors will be required to liquefy the natural gas which will cause additional noise pollution. The development would have a significant effect on the character and setting of the village and the Historic City of York – this contravenes the purpose of the Green Belt around York.		
253 Site near Askham Bryan (continued)	Objection – this proposal will increase congestion. Reduce the present view from Mill lane. There would be a loss of woodland. The topography of the land would make manoeuvring vehicles unsuitable. This would dramatically decrease air quality and increase noise pollution.	9965/24510	
	Objection – this proposed site is one of the highest points in the surrounding landscape. It is not appropriate development in the greenbelt. Any noise will disturb residents. There is significant risk of pollution, water and air borne. The traffic on the ring road defeats any objective on consolidation. It will add significantly to the tailbacks on the A64. Potential safety issues of the gas filling station.	9973/24521	
	Objection – this is green belt land and this use is inappropriate in a rural location. The site has panoramic views over York and extensive tree screening would take an unacceptable long time to mature. An unacceptable amount of heavy freight and commercial traffic will be generated. The council’s aspirations to dual the A1237 is unlikely to happen in the plan period. Access out be “left in, left out” duplicating the increase of heavy traffic on the acomb/woodthorpe roundabout. This will have an unacceptably high risk for environmental damage and contamination on Askham Bog from the necessary hard standings. There would be a loss of native deciduous woodland, which is a significant habitat for a wide variety of wildlife. The numbers of large commercial vehicles would lead to an unacceptable increase in noise and poor air quality.	9993/19439	
	Objection- location for this proposal is wrong for a rural village and on green belt land. The proposed site is on very steeply sloping ground on previous agricultural land and next to agricultural land. Native deciduous woodland has been established now a habitat for birds and deer. Would destroy a panoramic view of the city	10000/20337	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	<p>especially the Minster. Noise pollution would also affect the people in close proximity. Access to this field is a narrow lane opposite the collage, 1237 road and Askham Fields Lane is congested enough. Brown field sites should be used for this sort of industrial building. Yorkshire Wildlife Trust’s first nature reserve is of special scientific interest and supports an exceptionally high biodiversity. Askham Bog has been recognised as an exceptional habitat for two centuries. Peaceful place to walk and enjoy nature just two miles from the city centre. The site is entirely dependent of the integrity of the local water table and is very sensitive to any disturbance. A large housing estate would irreversibly damage the hydrology of the Bog and its special interest would be lost. Huge increase of unmanaged recreational access from dog walkers and young people and the Bog is too small and fragile to cope with this</p>		
<p>253 Site near Askham Bryan (continued)</p>	<p>Objection – the A1237 is totally inadequate for this. The proposed site is a rolling field, this cannot be suitable for this type of proposal and to introduce a heavy industrial site on a prime gateway to York and in the vicinity of a conservation village is not sensible planning. There will be more congestion and increased likelihood of accidents. There is concern about noise and air pollution.</p>	10082/25794	
	<p>Objection – there are other brownfield sites that could be just as easily used without the destruction of farmland, woods and importantly impacting on SSSI Askham Bog. This is already at a busy junction on an extremely busy stretch of the ring road. This site will require significant industrial plant and warehousing which will have significant visual impact on the panoramic view of the historic city and impact on the setting of the nearby villages. There will be an increase in noise and fumes. Effectively the villages will be absorbed into an urban and industrial sprawl.</p>	10094/25815	
	<p>Objection – the already congested A64 and A1237 junction does not have capacity for additional traffic. Many pedestrians use the coast liner buses from Copmanthorpe due to insufficient services from Askham Byran. The site has no neighbouring commercial/transportation infrastructure and would seem to purely a ruse to remove sites from the greenbelt. The CNG element has little or no valid precedent. A more appropriate location at the junction of the A64 and M1 to really benefit from fuel efficiencies. There is a need to consider toe beck running alongside the site, which feeds into Askham Bog. Newts have been seen here. The site is home to breeding birds and bats.</p>	10107/25831	
	<p>Objection – this is greenbelt to protect urban sprawl and maintain an area for forestry and agriculture. The greenbelt preserves the setting and special character</p>	10148/25914	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	of York. The CNG station would increase noise and air pollution., increase traffic flow, destroy wildlife habitats, increase water pollution to Askham Bog.		
253 Site near Askham Bryan (continued)	Objection – concerns over the location of the planned CNG refuelling station. Feel this will spoil the views over open countryside and would damage the special character of the village. Woodland in this area would be destroyed which would have impact on the wildlife it supports. Greenbelt sites should not be developed with non agricultural buildings and a more suitable site should be found. Ring road is already congested and this site would only add to this increasing problem. There would also be noise from the increase in large vehicles which would create more air pollution. Large buildings would be erected which would be difficult to hide and these would look ugly in an area of natural beauty.	10181/19391	
	Objection – should preserve Green Belt special character. Traffic congestion caused by unacceptable amount of heavy freight. Significant amount of large scale industrial plant in a prominent rural location. Warehousing with inappropriate scale on a site surrounded by agricultural land. Unacceptable visual impact. Impact on special character and setting of the village. High potential environmental damage of the drainage and contamination. Loss of woodland, habitat for a wide variety wildlife. Steeply sloping and unsuitable site for the manoeuvring of large freight vehicles. Unacceptable increase in noise. Unacceptably high impact on air quality.	10213/21173	
	Objection – it is impossible to guarantee 100% efficient containment.	10233/21215	
	Objection – impact on the views. Increased freight traffic and congestions on heavily used roads. Risk of environmental contamination from contaminated surface water could damage irrecoverably Askham Bog.	10234/21216	
	Objection- this site is within the green belt and should remain so. Can only contribute further to the anticipated congestion at the A64/A1237 roundabout and junction of Askham Field Lane and Mill Lane. The cost, the sloping nature of the site, the much increased number of vehicles required to deliver goods and congestion caused at the roundabout would make this site unsuitable. The potential for explosion, fire, pollution, noise and with the possibilities of a warehousing site and truckstop this site is totally unsuitable for the area. Object to the whole issue and hope you keep our green belt as it is.	10323/21856	
	Objection – question the suitability of the site. It is situated next to a roundabout and the ring road which is extremely congested. This proposal would add to the traffic levels. This site is in the greenbelt. There would be environmental impact of	10328/26016	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	the industrialisation of the site. Question the need for a natural gas station in York.		
253 Site near Askham Bryan (continued)	Objection – this site is in the greenbelt and enhances a particular stretch of the A1237. The land is largely covered in native woodland. It has wonderful views of the minster. Removal of vegetation, hard landscaping on a massive scale would be totally inappropriate development within the greenbelt. The site drains down to Askham Bog, there should be no risk to this important site. The A1237 ring road is already overloaded. This proposal will attract more fright traffic.	10390/26086	
	Objection – we live in the village and the traffic at the roundabout just off the A64 is at a standstill in a morning and evening as well as other peak times. The rest of the day it is very busy. That is with the current amount of traffic. Have already given planning permission for Askham Bryan College to build an animal unit that will be open to the public; this will put even greater pressure on the traffic and add even further congestion to an already very busy roundabout and adjoining ring road. Any further traffic would make it virtually impossible to leave and enter the village. On an evening the traffic backs up onto the A64 and cars are stood still on the dual carriageway. This is extremely dangerous and totally unacceptable. The proposed site is currently in the green belt and in a conservation village. To remove it from the green belt and make it a brown field site is totally unacceptable. Presumably your reason for wanting the freight centre is to make York more environmentally friendly and yet in making the Freight Centre where it is you are destroying a large wooded area with lots of nature, and it could damage the nearby Askham Bogg. The site is totally unsuitable as it is on a steep slope so Freight vehicles could not manoeuvre. Its visual impact could not be disguised and it would spoil the beautiful entrance into the city as well as causing a major noise increase and poor air quality for local residents. The ecological damage caused by putting the freight consolidation centre in Askham Bran far outweighs the benefits to the city of York. If a freight centre is needed it would be better placed somewhere near Wetherby so it could service Leeds, Harrogate and York and it would be close to the A1 where the roads and other infrastructure are able to cope with the increase in traffic.	10435/18949	
	Objection – loss of greenbelt. Increase traffic would have adverse impact on local residents in terms of noise and air quality. Adverse effect on local wildlife and Askham Bog. Traffic congestion is already an issue, would create further disruption and potential danger.	10508/22685	
	Objection – see survey 7. The ring road in this area being only a single	10544/26576	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	carriageway cannot accommodate the extra traffic this compressed natural gas fuelling station would bring.		
253 Site near Askham Bryan (continued)	Objection- this can only add to the congestion on the outer ring road which could rapidly tail-back on to the A64, with potentially dangerous consequences. The roundabout feeding the A64 between Askham Bryan and Copmanthorpe can be difficult to negotiate when interpreting vehicle signal.	10555/22765	
	Object – traffic will become unbearable. The land is green belt, and should be preserved. The green fields give a very pleasant impression of York. Development will be a blot on the landscape.	10603/20362	
	Object – high profile land in terms of visibility. Siting of new industrial land use should be closer to similar sites, where noise, odours and smoke are permissible. Business parks need to relate to demand. Traffic would be impacted. Askham bog would be affected. Wildlife would be at risk.	10613/20373	
	Objection – green belt and agricultural land. Freight consolidation has been seen to be difficult in other locations. Success could depend upon better location, near to M1 on Leeds. Compressed gas vehicles currently do not burn with complete efficiency so that methane would be released, having serious adverse environmental impact. Wrong position.	10621/20387	
	Objection – inappropriate development on greenbelt site. Detrimental impact on Askham Bog Nature Reserve and the diversity of wildlife using this habitat. Significant amount of freight and commercial traffic. Overloaded roads.	10629/20407	
	Objection - can only assume that York Council is to get a high rent form this land. What will the traffic congestions on A64/A1237 and at the entrance and exit to the site will be like.	10638/19573	
	Objection – the location of this Greenbelt land seems wholly inappropriate for this development. Surely it would be more sensible to locate the Freight Consolidation Centre and Compressed natural Gas Station near the shopping development at Monks Cross where many large stores are already located.	10652/19749	
	Objection – character of the village will be damaged. Development out of character with the village. Askham bog would be greatly affected. Quality of life for residents would be affected.	10681/19789	
	Objection – industrial developments proposed at Asham Bryan, wholly inappropriate location for such development. It is Greenbelt agricultural land, and has not been used for non agricultural purposes. Planning consent has been refused in the past for fishing lakes and this proposal would have a far greater	10703/19840	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	<p>negative impact. Developments permitted in greenbelt areas degrade the rural nature of our village in general and makes future inappropriate developments more likely. Plenty of brown field sites around York available which would be far more suitable. Warehousing would inevitably lead to the need for expansion and therefore future applications for further development. These applications would be passed easily as it would already be a "Light Industrial Area". Access to the site would either be from the very busy roundabout at the A64 or through the village itself. , wholly unsuitable and presents a real danger to local residents. Proposed development would result in overloading of drainage infrastructure of surrounding fields causing localised flooding, potential run off and pollution due to rain water not being absorbed and "held" by land covered with hard standing and buildings. In light of this and the close proximity of the SSSI at Askham Bog the risks of such a development, which would also bring its own pollution burden, are too great. Concerns re: other effects such as noise, air pollution and visual impact of large warehousing on the rural setting and residents of Askham Bryan.</p>		
<p>253 Site near Askham Bryan (continued)</p>	<p>Object – this development would add more congestion. Visual impact goes against Government guidelines on development in such areas. Most sensible solution would be to join this onto another existing commercial site.</p>	10704/19841	
	<p>Objection – much used road access into York with far reaching views of the Minster. Little evidence that such a centre is needed. Impact on the green belt. Preferably sited on an arterial route and near railway junctions. Council and Yorwaste seem unable to fully control the foul odours and this plan could potentially cause even more over residential areas.</p>	10732/19903	
	<p>Object – roads are congested. Green belt land at risk.</p>	10752/19957	
	<p>Objection – the frequency of student traffic will conflict with the freight traffic. The site is above Askham Bog, a hydrological, sensitive site and the increased flow from the centre will compromise the reserve. Further poor management (oils, anti-freeze) of the site could lead to irreparable damage. It is inappropriate development in this landscape and green belt plus the access is dangerous.</p>	10771/20056	
	<p>Objection – opposed to this proposal</p>	10782/21876	
	<p>Objection- a commercially viable compressed natural gas station will require a very significant amount of large scale industrial plant inappropriate in this very prominent rural location. The extensive screening (trees) required to mitigate any visual impact would take an unacceptably long time to come to maturity. The Proposal for a CNG refuelling station and freight consolidation centre will lead to an</p>	10796/21324	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	<p>unacceptable amount of heavy freight and commercial traffic on the already congested A1237 ring road A64/ A1237 roundabout. A thorough and robust transport assessment of the traffic impact on the local and strategic road network must be carried out before the proposal is adopted as part of the local plan and be based on the worst case extent of traffic generated by any proposed business case. The road network is already under particular strain and this would add to the problem. Massive scale leading to excessive noise and major visual impact. A freight consolidation centre will require sufficient warehousing. Regardless of the quality or design, their scale is inappropriate on a site surrounded by agricultural land green belt and will have an unacceptable visual impact. Any development of a substantial scale would have disastrous impact on the special character and setting of the village, and the historic City of York. The increased heavy commercial vehicle traffic will have a high impact on air quality for local residents. If this were to go ahead the special character of the site, Askham Bryan village and the historic view of the minster and the city would be lost. As a city that relies so heavily on tourism this would be extremely detrimental, would also have a significant negative impact on the quality of life of the people who live in this vicinity.</p>		
<p>253 Site near Askham Bryan (continued)</p>	<p>Objection- there is already a considerable traffic problem at certain times of the day with traffic coming off the A64 and going to the ring road. With freight transport being delivered onto this site and then down into numerous small vans for delivery to their destination, congestion would be excessive at the junction with the small road from the villages as well. There is also Askham Bryan college which generates a lot of traffic.</p>	<p>10801/21326</p>	
	<p>Objection – see survey 7</p>	<p>10864/26578</p>	
	<p>Objection – the area is green belt. Traffic volume is currently heavily congested. Site would pollute Askham bog’s water. Polluting gas would be blown into the local village. Would generate unacceptable noise during times when residential areas are most severely affected.</p>	<p>10905/21583</p>	
	<p>Objection – see survey 11.</p>	<p>10933/26794</p>	
	<p>Support – see survey 11. As I understand the position at the moment, the idea is to transfer goods from big HGV’s to smaller vehicles for easier distribution around the City. These smaller vehicles are to be powered by a ‘greener’ gas. If this is the sole reason for this plant, then I think we would be in favour of it.</p>	<p>10934/26796</p>	
	<p>Objection – see survey 11.</p>	<p>10937/26799</p>	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
253 Site near Askham Bryan (continued)	Objection – one of the highest points of landscape. On green belt land, which has not been approved. Site would ruin view of the Minster when approaching the city. Height will cause noise disturbance. Significant risk of pollution. Risk of pollution getting into Askham bog. Large amount of traffic will be concentrated in a single location. Site close to College, causing extra traffic around it.	10939/21590	
	Objection – see survey 11.	10940/26802	
	Objection – see survey 11.	10944/26806	
	Objection – see survey 11.	10946/26809	
	Objection – site would be on green belt land. Traffic congestion would be increased. Industry unsightly in rural area. Large buildings would be inappropriate in green belt area. Development would destroy the view of York. Site could cause damage to SSSI Askham bog. Woodland would be lost. Noise and air pollution would increase.	10947/21600	
	Objection – see survey 11.	10948/26813	
	Objection – see survey 11.	10949/26816	
	Object – good idea in principle, but better site should be found. Askham bog could be seriously damaged.	10951/21603	
	Objection – see survey 11.	10955/26819	
	Objection – see survey 11.	10958/26823	
	Objection – see survey 8	10965/26665	
	Objection – see survey 8. A natural gas refuelling station could be located close to Rufforth Airfield where a major haulier already has a depot.	10966/26667	
	Objection – see survey 8	10967/26669	
	Objection – see survey 8	10968/26671	
	Objection – see survey 8	10969/26673	
	Objection – see survey 8	10970/26673	
	Objection – see survey 8	10971/26655	
	Objection – see survey 8	10792/26660	
	Objection – see survey 8	10973/26678	
	Objection – see survey 8. The idea of a compressed gas plant in the area where road congestion can be a problem is ill-thought. The impact on local residents of a wider impact on all traffic visiting York makes the proposal unworkable.	10974/26681	
Objection – see survey 8	10975/26682		
Objection – see survey 8	10976/26687		

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
253 Site near Askham Bryan (continued)	Objection – see survey 8	10977/26689	
	Objection – see survey 8. Perhaps the Council could find better sites for a gas refuelling station.	10978/26690	
	Objection– see survey 7	10979/26580	
	Objection – see survey 8. What safety precautions have been submitted to support the CNGF station? The roundabout is already congested and dangerous at peak times.	10980/26694	
	Objection – see survey 7	10982/26581	
	Objection – see survey 8	10983/26699	
	Objection – see survey 8	10984/26704	
	Objection – see survey 7	10985/26583	
	Objection – see survey 8	10986/26717	
	Objection – see survey 7	10987/26585	
	Objection – see survey 8	10988/26719	
	800 Land to the south of Designer Outlet	Objection - cannot understand why York's green-belt continues to be under attack. My concerns not only apply to the number of houses planned, but also to the Freight Consolidation Centre proposed for Askham Bryan, and environmental impacts on sites of special/scientific interest. I think it more sensible to emphasise brown field sites in the first instance and regenerate the city from that starting point. With the development of out of town shopping, and the increasing number of premises lying vacant in the city (e.g. Micklegate) it is a concern that the council are creating an historical theme park in the centre of the city with an overwhelming number of cafes/bars to service the visitors. Objection – this is greenbelt to protect urban sprawl and maintain an area for forestry and agriculture. The greenbelt preserves the setting and special character of York. The CNG station would increase noise and air pollution., increase traffic flow, destroy wildlife habitats, increase water pollution to Askham Bog.	11288/22211 11645/26119

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	of flood zone 3 dissects the site.		
800 Land to the south of Designer Outlet (continued)	Objection – loss of agricultural land. Imprecise description in the technical assessment ‘as currently appears to be agricultural land’ calls into question the validity of the survey.	45/18794	
	Objection - previously opposed the proposal to allocate 16 hectares as Safeguarded Land (SF7) and we strongly oppose the current proposal to allocate 15 hectares as a strategic site for employment use (B1b/B1c/B2/B8) and as a relocated Park and Ride. Detailed comments provided, see response.	62/19159	Fulford Parish Council
	Comment – Park & Ride is preferable to employment for this site.	91/19624	Ramblers Association (York Group)
	Objection - would substantially increase the extent of the built-up area and bring buildings far closer to the village of Bishopthorpe. The allocation and development of this area, therefore, seems likely to harm elements which contribute to the special character and setting of the City. Consequently, there will need to be an evaluation of what impact the development of this area would be likely to have upon the setting of the historic City. It could also impact upon the setting of the Bishopthorpe Conservation Area. The Council has statutory duty under the provision of the Planning (Listed Buildings and Conservation Areas) Act, 1990 to pay ‘special attention’ to the ‘desirability of preserving or enhancing the character or appearance’ of its Conservation Areas. In addition, therefore, there would need to be some evaluation of the contribution that this open area makes to the setting of the Conservation Area and the impact that its loss and subsequent development might have upon its significance.	238/18180	English Heritage
	Support- the allocation of this site for the expansion of Park & Ride facilities is supported.	244/18714	NTR Planning on behalf of Mcarthur Glen Designer Outlet
	Objection – object to the allocation of this site. It is a large area of greenbelt land including land of agricultural and biodiversity value immediately adjacent Fulford Community Orchard. It is situated close to the already over congested A19 into York via Fulford and would only make congestion in the area even worse.	386/18903	York Green Party
	Support – agree with the recommendation for inclusion in the local plan.	943/20545	
	Comment –this parcel of land at 15.1ha is significantly larger than would be required for a park and ride and identifies that the other land use could be employment. The Agency would like to seek clarification regarding the existing	1264/18598	Highways Agency (Yorkshire and North East)

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	park and ride site, what is the proposal for the existing park and ride site land following relocation. The Agency will require additional information demonstrating the impact of the site expansion and additional land uses on the SRN and how these can be managed and mitigated. The Agency has not made any assessment of the potential impact of this, together with other sites, at this stage. The Agency will be in a position to provide more detailed comments on the cumulative impact of new sites through the modelling exercise being undertaken in partnership with City of York Council. The Agency is therefore awaiting further input from CYC before proceeding with the macroscopic modelling exercise to assess the cumulative impact of local plan development on the SRN.		
800 Land to the south of Designer Outlet (continued)	Objection - does not appear to have been subject to best practice town planning methodology and scrutiny.	2681/17922	
	Objection – on the southern edge of the Designer Outlet site is a local gem, namely Fulford Community Orchard. It is alarming to see that this newly designated site abuts directly against, or possibly partly takes in, the Orchard. We understand that the orchard forms part of a designated (in planning terms) green corridor running into the city. If either of these proposed developments is to go ahead we would urge that the north-eastern and eastern boundaries be moved away from the orchard to protect both it and the green corridor.	4039/18537	
	Objection – should not be removed from the green belt.	6516/20333	Liberal Democrat Group
	Objection - direct threat to the viability and integrity of the biodiversity hotspot and environmental asset that is Fulford Community Orchard. Although not itself earmarked for development, land directly adjacent to it would undoubtedly have a serious negative impact on this important site. Similar threat to the Orchard was rejected by the council before. That application was turned down for the same reason that these proposals should be rejected. Hard to see if retail development was deemed unsuitable previously a retail warehouse with Park and rise could be thought acceptable. This open farmland and hedges effectively constitutes an extension of the site. The orchard constitutes an integral element of the local wildlife corridor helping to connect to the Ouse River SSSI with the Heslington Tilmire SSSI.	9610/24149	Fulford Community Orchard
	Objection - the proposed developments appear to threaten the future viability of the Fulford Community Orchard, thereby undermining local and national biodiversity plans. The existing and potential environmental, historical and social values of the Orchard have already been recognised by the local community and	10392/26088	

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Site, Para etc.	Comments	Ref.	Name (where business or organisation)
	by officers of the City of York Council. The potential developments outlined in the York Local Plan would isolate the Orchard within an area of environmental degradation.		